

Baeatpr6.txt

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

Revision: 6
Date: 10/24/96

M A S T E R M I N I M U M E Q U I P M E N T L I S T

BRITISH AEROSPACE
BAE-ATP
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Highlights of Change

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Effective above date, the BAe-ATP Master Minimum Equipment List has been revised. Please replace affected pages of the previous list with revision 6 for a complete up-to-date MMEL.

Deleted all asterisk (*) symbols in accordance with (IAW) Policy Letter (PL) 61.

22 AUTO FLIGHT

10-1 Autopilot System

COMMENT: Added proviso c) to sub item 2) to include missing time limitation required for category A designation.

23 COMMUNICATIONS

31-1 Passenger Address System

COMMENT: Updated IAW PL-9 (CG-13).

51-2 Boom Microphones

COMMENT: Added proviso b).

81-1 Touchtone Microphone (DFTM)

COMMENT: New item.

25 EQUIPMENT/FURNISHINGS

10-1 Observer Seat(s)

COMMENT: Updated IAW PL-56 (CG-25).

22-13 Underseat Baggage Restraining Bars

COMMENT: New item IAW PL-79 (CG-28).

40-2 Lavatory Door Ashtrays

COMMENT: New item IAW AD 74-08-09 R2 and draft policy letter.

60-4 First Aid Kits

COMMENT: Updated IAW PL-73 (CG-17).

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Highlights of Change

26 FIRE PROTECTION

11-1 APU Fire Extinguisher System

COMMENT: New item.

22-1 Portable Fire Extinguishers

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COMMENT: Updated IAW PL-75 (CG-19).

32 LANDING GEAR

42-7 Brake Temperature Indicating System

COMMENT: Corrected sequential lettering of provisos c) through f).

33 LIGHTS

13-1 Cockpit/Flight Deck /Flight Compartment and Instrument Panel
Lighting Systems

COMMENT: Updated IAW PL-77 (CG-21).

44-1 Wing Illumination Lights

COMMENT: Revised to comply with Airworthiness Directive 96-09-17.

34 NAVIGATION

12-02 ATC Transponders and Automatic Altitude Reporting Systems

COMMENT: Updated IAW PL-76 (CG-20).

23-09 Vertical Speed Indication (Primary Flight Display only)

COMMENT: Added "(Primary Flight Display only)" for clarification.

42-01 Radio Altimeter System

COMMENT: Changed to category A and added proviso e).

43-01 Ground Proximity Warning System (GPWS)

COMMENT: Updated IAW PL-54 (CG-10).

44-01 Traffic Alert Collision Avoidance System (TCAS)

COMMENT: Updated IAW PL-32.

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Highlights of Change

35 OXYGEN

31-1 Portable Oxygen Dispensing Units (Bottles, masks, lines,
gauges and fittings)

COMMENT: Revised title for clarification.

38 WATER/WASTE

10-1 Potable Water Systems

COMMENT: Updated IAW PL-83 (CG-32).

30-1 Lavatory Systems

COMMENT: New item IAW PL-83 (CG-32).

52 DOORS

60-01 Forward Airstairs System
COMMENT: Added proviso c).

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for

dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable

portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for

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and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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(MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not

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contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational

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control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING				
11-1	Nacelle Bleed Air Valves (HP & LP Bleeds)	C 4	3	(O)One may be inoperative provided: a) Pressurization system is operative. OR b) If both ECS packs are inoperative, the operative nacelle bleed air supplies are selected on.	
		C			
		C 4	2	(O)Two may be inoperative provided: a) Pressurization system is operative. OR b) If both ECS packs are inoperative, the operative nacelle bleed air supplies are selected on, and c) Aircraft is not flown in known or forecast icing conditions.	
		C			
11-2	Boost Switch	C 1	0	(M)(O)May be inoperative for pressurized flight provided both ECS packs operate normally.	
		C 1	0	(O)May be inoperative provided the airplane is flown in an unpressurized configuration.	

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SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS OR EXCEPTIONS	
21 AIR CONDITIONING					
11-3	ECS Pack Bleed Air A Leak Detection System	2	1	(O)One may be inoperative provided: a) Press to isolate switch operates normally, b) Associated ECS pack is off, c) Other ECS pack operates normally, d) Pressurization system operates normally, and e) Operations are limited to not more than three flight days before repair is made.	
	A	2	0	(O)Both may be inoperative provided: a) Both ECS packs are off, b) The airplane is flown in an unpressurized configuration, and c) Operations are limited to not more than three flight days before repair is made.	
23-1	Avionics Cooling Fan Indicator Switches			Deleted, Rev 5.	
30-1	Cabin Pressure Control System	C	1	0	(O)May be inoperative provided: a) The airplane is flown in an unpressurized configuration, and b) Extended overwater

operations are prohibited.

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ITEM						
21 AIR CONDITIONING						
30-3 Cabin Pressure Outflow Valves	C	2	1			(M)One may be inoperative for pressurized flight provided: a) The failed valve is locked closed, and b) Remaining outflow valve operates normally.
	C	2	0			(M)(O)Both may be inoperative provided the airplane is flown in an unpressurized configuration.
30-4 Cabin Altitude Indicator	C	1	0			(O)May be inoperative for pressurized flight provided: a) Cabin differential pressure indicator is operative, and b) A chart or table to convert cabin differential pressure to cabin altitude is available to the crew.
30-5 Cabin Differential Pressure Indicator	C	1	0			(O)May be inoperative for pressurized flight provided: a) Cabin altitude indicator is operative, and b) A chart or table converting cabin altitude versus aircraft altitude to differential pressure is available to the crew.
	C	1	0			(O)May be inoperative provided the airplane is flown in an unpressurized configuration.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING							
30-6	Cabin Rate of Climb Indicator	C	1	0	(O)May be inoperative provided: a) Automatic cabin pressurization control system operates normally, and b) Cabin differential pressure indicator and cabin altimeter operate normally.		
51-1	Environmental Control System Packs	C	2	1	(O)One may be inoperative provided: a) Pressurization system operates normally, and b) Flight level does not exceed FL 250.		
		C	2	0	(O)Both may be inoperative provided: a) The airplane is flown in an unpressurized configuration, b) Ram air system operates normally, c) Flight deck temperature can be maintained in a comfortable range (65-85 Degrees F), and d) HP bleed switches must both be selected ON during flight in icing conditions.		
51-2	Recirculation Fans	C	2	1	(O)One may be inoperative provided affected ECS System is operated in manual.		
51-3	Cabin Ram Air System	C	1	0	May be inoperative provided both ECS packs operate normally.		

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21	AIR CONDITIONING					
51-4	Bleed Air Crossfeed Valve	C	1	0	(M)May be inoperative with the crossfeed valve in the closed position provided both ECS packs operate normally.	
		C	1	0	(M)(O)May be inoperative with both packs inoperative or considered inoperative provided: a) Aircraft is flown in an unpressurized configuration, b) Ram air system operates normally, c) Flight deck temperature can be maintained in a comfortable range (65-85 degrees F), and d) HP bleed switches must both be selected ON during flight in icing conditions.	
60-1	ECS Pack Automatic Temperature Control	C	2	0	(O)May be inoperative provided: a) Manual temperature control for the affected pack operates normally, b) Cabin temperature gauge operates normally, and c) Both ECS pack duct temperatures operate normally.	
60-2	ECS Pack Manual Temperature Control	C	2	0	May be inoperative provided automatic temperature control on the affected ECS pack operates normally.	

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ITEM			3. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING					
60-3	Cabin Temperature Indicator	C	1	0		
60-4	Flight Deck Temperature Indicator	C	1	0		
60-5	Duct Temperature Indicators	C	2	1	One may be inoperative provided the associated ECS pack auto temperature control operates normally.	

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SYSTEM & SEQUENCE NUMBERS	ITEM					
22	AUTO FLIGHT					
10-1	Autopilot System					
1)	CAT II Standard C	2	1	1	(M)(O)One may be inoperative provided: a) Remaining autopilot operates normally, and b) AFM autopilot limitations are observed.	
2)	CAT I Standard C	2	1	1	(M)One may be inoperative provided basic mode operates normally on the remaining autopilot.	
	A	2	0	0	(M)(O)Both may be inoperative provided: a) Operations are limited to not more than 2 flight days before repairs are made, and b) An SCS elevator, aileron, and rudder check is performed successfully on both autopilot systems at least once each flight day. OR c) Operations are limited to not more than 2 flight days before repairs are made, and d) An SCS elevator, aileron, and rudder check is performed successfully on at least one autopilot system before each departure.	
***	3) CAT II Approach Monitoring System C	1	0	0	(O)May be inoperative provided approach minimums are not dependent upon its use.	

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ITEM							
22 AUTO FLIGHT							
10-13	Control wheel Disengage Switches	C	2	1		1	One may be inoperative provided autopilot is not engaged below 1,500 feet AGL.
10-15	PFD Autopilot Warning Indication	C	2	1		1	One may be inoperative provided autopilot is not engaged below 1,500 feet AGL.
10-16	Autopilot Controller-Indicator Filaments	C	6	3		3	(M)Filaments may be inoperative provided: a) "AP", "SYS 1", and "SYS 2" selections are displayed on EFIS, and b) "TURB", "1/2 BANK", and "YD" selector filaments operate/illuminate normally.
10-17	Autopilot Mode Controller Mode Selector Filaments	C	16	0		0	(M)Filament(s) may be inoperative in one or both controllers provided the associated EFIS displays the selected mode.
20-1	Yaw Damper	C	2	1		1	
		A	2	0		0	(M)Both may be inoperative provided: a) SCS rudder check operates normally on at least one system, and b) Operations are limited to not more than two flight days before repair is made.

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		ITEM				
23 COMMUNICATIONS						
11-1	Communications System (VHF, HF, UHF)	C	-	-		As required by FAR.
11-2 ***	selective Call System (Selcal/ Calsel)	C	-	0		
12-2 ***	ARINC Communications Addressing and Reporting System (ACARS)	C	1	0		
31-1	Passenger Address System					
	1) Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Deck/Cabin Interphone system operates normally.	
	2) Cargo Configuration	D	1	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM								
23 COMMUNICATIONS									
31-2 Cabin Chimes	C	-	0			(O)May be inoperative provided:			
	C					a) Passenger address system operates normally.			
						OR			
						b) Alternate procedures are established and used.			
41-1 Service Interphone System (Flight Deck to Cabin) (Cabin to Flight Deck)(Flight Deck to Ground)	C	1	0			(O)May be inoperative provided:			
						a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and			
						b) PA System operates normally.			
41-2 Cabin Attendants Interphone System	C	1	0			(O)May be inoperative provided:			
						a) Alternate, normal and emergency procedures are established and used (including those dependent upon call signal), and			
						b) Passenger address system operates normally.			
						NOTE: Not required for all-cargo operations.			
51-1 Flight Deck Speakers	C	-	0			May be inoperative provided head-sets for flight deck crewmembers (including official observer in forward observer's seat) are installed and operate normally.			

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1. | 2. NUMBER INSTALLED

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SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
51-2	Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Handheld microphone is available and operates normally at inoperative location, and c) Repairs are made within three flight days.
71-1	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and a) Operations are limited to not more than three flight days before repair is made.
81-1 ***	Touchtone Microphone (DFTM)	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

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NUMBERS				4. REMARKS OR EXCEPTIONS	
24 ELECTRICAL POWER					
10-2 APU Generator ***	C	1	0	(M)May be inoperative provided APU is considered inoperative and is not used.	
	C	1	0	(M)May be inoperative and APU air used provided the quill drive is removed.	
17-1 Battery Heating System	C	1	0	(M)May be inoperative provided: a) Batteries are fully charged, b) Battery Overheat Warning System operates normally, and c) Aircraft is not flown in known or forecast ambient temperatures below -10 degrees C.	
21-1 Generator on Line OFF Indicators	C	2	1	One may be inoperative provided the associated generator failure warnings on the CWP are operating normally.	
21-2 Generator Failure Warnings on CWP	C	2	1	One may be inoperative provided: a) Both aural attention getters are operating normally, and b) Associated generator on line OFF indicator is operating normally.	
21-3 Generator Ammeter	C	1	0	May be inoperative provided: a) Both generator on line OFF indicators are operating normally, and b) Associated generator voltmeter is operating normally.	

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SYSTEM & SEQUENCE NUMBERS		3. NUMBER REQUIRED FOR DISPATCH			
ITEM		4. REMARKS OR EXCEPTIONS			
24 ELECTRICAL POWER					

21-4 Generator Voltmeter	C	1	0	May be inoperative provided: a) Both generator on line OFF indicators are operating normally, and b) Associated generator ammeter is operating normally.
22-1 Inverter Failure Warning Lights on CWP	C	2	1	One may be inoperative provided: a) Both inverters are operating normally, and b) Both attention getters are operating normally for this failure indication.
22-2 Inverter On Line OFF Indicators	C	2	1	One may be inoperative provided: a) Both inverter failure warning lights on the CWP are operating normally, and b) Voltage and Frequency of associated inverter are indicating normally.
22-3 Inverter Voltmeter	C	1	0	May be inoperative provided: a) Both inverters are operating normally, b) Associated frequency meter is operating normally, c) Both inverter failure warning lights on the CWP are operating normally, and d) Both inverter on line indicators are operating normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
22-4	Inverter Frequency	C	1	0	May be inoperative provided:

Meter					Baeatpr6.txt
					a) Both inverters are operating normally, b) Associated voltmeter is operating normally, c) Both inverter failure warning lights on the CWP are operating normally, and d) Both inverter on line indicators are operating normally.
31-1	TRU On Line OFF Indicators	C	2	1	(O)One may be inoperative provided: a) The associated TRU failure warnings on the CWP are operating normally, b) Undervoltage indicators are operating normally, and c) Both attention getters associated with the failure signal operates normally.
31-2	TRU Failure Indication On The CWP	C	2	1	(O)One may be inoperative provided: a) Both attention getters are operating normally for this failure signal, b) Both TRU on line OFF indicators are operating normally, c) Both undervoltage indicators are operating normally, and d) Both undervoltage warnings are operating normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
24 ELECTRICAL POWER		4. REMARKS OR EXCEPTIONS	
31-3	Battery/TRU Ammeter C	1	0
		(O)May be inoperative provided: a) Both battery on line OFF indicators are operating normally,	

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31-4 Battery/TRU Voltmeter	C	1	0	b) Both TRU on line OFF indicators are operating normally, c) TRU voltmeter is operating normally, and d) Undervoltage warning system is operating normally. (O)May be inoperative provided:
32-1 Battery On Line OFF Indicator	B	2	1	a) Both battery on line OFF indicators are operating normally, b) Both TRU on line OFF indicators are operating normally, c) TRU ammeter is operating normally, and d) Undervoltage warning system is operating normally. (M)(O)One may be inoperative provided it is determined that the associated battery functions normally on the bus bar before each departure.
34-1 Low Voltage Indicators	C	2	1	(O)One may be inoperative provided: a) Both undervoltage detectors are operating normally, and b) Low Volts warning on the CWP is operating normally.

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SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER						
40-1	Ground Power Supply (GPU) System 200 Volts AC	C	1	0			
40-2	Ground Power Supply (GPU)	C	1	0			

System 28 volt DC

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ITEM					
25 EQUIPMENT/FURNISHINGS					
10-1 observer seat(s)					
1) Primary Observer Seat (Including associated equipment)	A	1	0		May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and

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A

b) Repairs are made within two flight days.

OR

c) Second observer's seat is available and acceptable to an FAA inspector for the performance of official duties, and

d) Repairs are made within two flight days.

OR

A

e) Primary observer's seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to an FAA inspector for the performance of official duties, and

f) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS					
10-1	observer seat(s) (Cont'd)					
	1) Primary Observer Seat (Including associated equipment) (Cont'd)					NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions

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					to be acceptable.
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
***	2) Additional Observer Seat(s) (Including associated equipment)	D	-	0	NOTE: The Pilot-in-Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
10-11	Pilot's Seat Adjustment System	C	2	0	(M)May be inoperative provided: a) Position of the seat(s) permits normal pilot visibility and full flight control movement, and b) Seat(s) is secured with mechanical stops.

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SYSTEM & SEQUENCE NUMBERS	ITEM		
25	EQUIPMENT/FURNISHINGS		
10-12	Crewmember Shoulder Harness		DELETED, REV 1.
20-1	"Fasten Seat Belt while Seated" Signs or Placards	C - -	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
21-1	Flight Attendant Seat Assembly (Single or Dual Position)	C - -	(M)(O)One single or one dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight attendant(s) displaced by inoperative

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seat position(s) occupy the passenger seat(s) most accessible to their assigned exit,

- c) Alternate procedures are established for displaced flight attendant(s),
- d) Folding type seat(s) is stowed or secured in the retracted position, and
- e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".

NOTE 1: A folding seat that will not stow automatically is considered inoperative.

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ITEM		3. NUMBER REQUIRED FOR DISPATCH	
25 EQUIPMENT/FURNISHINGS		4. REMARKS OR EXCEPTIONS	
21-1 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)		NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative.	
		NOTE 3: The above provisos apply only to required flight attendant seats. Seats in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that	

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the proximity to exits and distribution requirements of the applicable FAR are met.

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25 EQUIPMENT/FURNISHINGS						
22-12 Passenger Seats and Belts						
1) Seat Backs	C	-	-	(M)May be inoperative secured in the upright position.		
	C	-	-	(M)May be inoperative in other than the upright position provided: a) Does not block an Emergency Exit. b) Does not restrict any passenger from access to the main aircraft aisle, c) The affected seat(s) is blocked and placarded "Do Not Occupy", and d) May not be required by a Flight Attendant who needs to be moved due to an inoperative seat.		

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NOTE 1: A seat position with an inoperative or missing lap belt is considered inoperative.

NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.

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25 EQUIPMENT/FURNISHINGS					
22-13	Underseat Baggage Restraining Bars	C	-	-	(M)(O)May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
30-1	Passenger Convenience Item(s)		-	0	Passenger convenience items, as expressed in this MMEL, are those items related to passenger comfort, convenience, or entertainment such as, but not limited to: galley equipment, movie equipment, ash trays, stereo, equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document.

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40-1 Lavatory Hot Water C Heater	1	0	NOTE: Lavatory door ash trays are not considered passenger convenience items. (M)May be inoperative provided heater is deactivated and secured.
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25 EQUIPMENT/FURNISHINGS					
40-2 Lavatory Door Ashtrays					
1) Airplanes with more than one lavatory door ashtray installed	A	-	-		One may be missing provided it is replaced within 10 calendar days.
2) Airplanes with only one lavatory door ashtray installed	A	1	0		May be missing provided it is replaced within 3 calendar days.
60-1 Emergency Locator Transmitter	C	-	-		As required by FAR.
60-2 Megaphones	C	-	1		Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.

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60-3 Cabin Emergency Flashlight Holder/Flashlights	C	-	-	May be in operative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.
60-4 First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

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25 EQUIPMENT/FURNISHINGS		4. REMARKS OR EXCEPTIONS	
60-5	Emergency Medical Kits	DELETED REV. 1.	
60-6	Girt Bar Heater	C 3 0	(M)May be inoperative provided: a) Associated heater is deactivated and secured, and b) Associated girt bar and arming mechanism operate normally.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
		ITEM					
26 FIRE PROTECTION							
10-1	Condition Lever Fire Warning Indicator	A	2	1			One may be inoperative provided: a) CWP warning and associated center roof panel fire warning PBSI's operate normally, and b) Operations are limited to not more than three flight days before repair is made.
10-2 ***	APU Fire Detection System	C	1	0			(M)May be inoperative provided APU is considered inoperative and is not used.
10-3 ***	APU Fire Detection System Test Function	C	1	0			(M)May be inoperative provided APU is considered inoperative and is not used.
10-4 ***	APU Fire Extinguisher Thermal Discharge Disc	C	1	0			(M)May be missing provided: a) APU is considered inoperative and is not used, and b) APU start control circuit breaker is pulled. OR b) Another acceptable means of determining that the bottle is fully charged is used once each flight day.
11-0	Engine Fire Detection Switch System						DELETED, REV 1.

11-1 APU Fire *** Extinguisher System	C	1	0	(M)May be inoperative provided APU is considered inoperative and is not used.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
12-1 ***	APU Fire Detection Warning Horn	C	1	0	(M)May be inoperative provided: a) Fire warning bell operates normally, b) APU control panel fire warning indicators operate normally, c) Auto shut down system operates normally, and d) A qualified person remains on the flight deck any time the APU is running.
12-2 ***	Engine Fire Detection Loops (Dual Loop System)	A	4	2	(O)One loop on each engine may be inoperative provided: a) Inoperative loop is isolated, and b) Operations are limited to not more than three flight days before repair is made.
13-1	Nacelle Bleed Air Supply Leak Detection System	C	2	1	(O)One may be inoperative provided: a) Associated bleed air supply (both engine and HP bleeds) is off, and b) The airplane is not flown into known or forecast icing conditions.
15-1 ***	Forward Cargo Compartment Smoke Detection System	C	1	0	(O)May be inoperative provided airflow panel is verified closed.
15-2 ***	Aft Cargo Compartment Smoke Detection System	C	1	0	(O)May be inoperative provided airflow panel is verified closed.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
17-1 Lavatory Smoke Detection System	C	-	0	M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided:	
	C			a) Lavatory fire extinguisher system operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose.	
NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.					
NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.					

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		ITEM				
26 FIRE PROTECTION						
20-1 Lavatory Fire Extinguisher System		C	1	0		(M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory smoke detector system operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose. NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.
		C				
21-1 Engine Fire Extinguisher Discharge Indicators (Discs)		C	2	0		(M)One or both may be missing provided an accepted procedure is used to verify adequacy of bottle charge before each departure.

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26 FIRE PROTECTION					
21-2	Engine Fire Extinguisher Discharged Shot Indicator	C	4	3	(M)(O)One indicator may be inoperative on the No. 2 Shot system only, provided: a) All remaining indicators operate normally before engine start, b) Discharge Disc is in place before each departure, and c) Fire extinguisher discharge indicator pin is checked once each flight day.
22-1	Portable Fire Extinguishers	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM					
27 FLIGHT CONTROLS						
10-1	Trim Tab Indicators (Aileron & Rudder)	C	3	1		DELETED, REV 1.
21-1	Rudder Pedal Adjustment System	C	2	0		(M)One or both may be inoperative provided: a) Adjustments can be secured in a position which suits individual pilot(s) requirements, and b) Position of pedal(s) permits normal full flight control movement.
30-1	Electric Trim Switch(es) (Elevator)	C	2	1		(O)Trim switch assembly on one pilots control column may be inoperative provided: a) Electric trim switch on the other control column operates normally, b) Manual trim system operates normally, c) Autotrim (autopilot) operates normally, d) Both autopilot disconnect buttons operate normally, and e) Trim indicator (SCS) on right hand instrument panel operates normally.
34-1	stall warning System	C	2	1		(M)One may be inoperative provided remaining system and stick shaker operates normally and is checked before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
34-2	Stall warning De-Ice System Vane Heaters	A	2	1	(M)One stall warning vane heater may be inoperative provided: a) Remaining stall warning de-ice system channel operates normally, b) Remaining (non-associated) stall warning system operates normally, and is checked before each departure, and c) Operations are limited to not more than three flight days before repair is made.	
51-1	Flap Motor Running Light	A	1	0	(M)(O)May be inoperative provided: a) Flap motor is operating normally before each departure, b) Associated flap motor is monitored on the right hand TRU ammeter while flaps are running, and c) Operations are limited to not more than three flight days before repair is made.	
51-3	wing Flap Position Indicator	A	1	0	(M)(O)May be inoperative provided: a) Flap position is verified before each takeoff, b) Flaps are verified to operate normally throughout the operating range at least once each flight day, and b) Operations are limited to not more than three flight days before repair is made.	

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ITEM						
27 FLIGHT CONTROLS						
70-1 Control (Gust) Locks System	A	1	0	(M)(O)	May be inoperative provided:	<ul style="list-style-type: none"> a) System is inspected to ensure non-interference with throttle and primary flight control systems, b) Alternative methods of securing flight controls are used, c) Aircraft shall not be taxied in tailwind components greater than 25 knots, and d) Operations are limited to not more than three flight days before repair is made.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL					
20-1	Fuel Boost Pumps	C	4	2	(M)One may be inoperative in each collector tank.	
20-4	Pressure Refueling System	C	1	0	(M)May be inoperative provided an alternate refueling procedure is used.	
41-1	Refueling Panel Quantity Indicators	C	2	0	(M)May be inoperative provided fuel in associated tank is verified by an alternate procedure before each departure.	
41-2	Refueling Panel Overfull System	C	1	0	(M)May be inoperative provided: a) Alternate procedures are used to prevent overfilling of tanks, and b) Fuel in tanks is verified by an alternate procedure before each departure.	
41-3	Main Tank Fuel Quantity Indicators (Flight Deck)	C	2	1	(M)One may be inoperative provided: a) Both fuel flow meters operate normally, b) Both fuel used indicators operate normally, and c) Fuel quantity in associated tank is determined by an alternate procedure before each departure.	
41-4	Fuel Indicator Test Switch	C	1	0	(M)May be inoperative provided fuel quantity is determined by an alternate procedure.	

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SEQUENCE NUMBERS		ITEM		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS

28	FUEL					
42-1	Magnetic Fuel Quantity Indicators (MFLI's) (Dripless Sticks)	C	8	0	(M)(O)May be inoperative provided fuel quantity is determined by an alternate procedure.	
43-1	Fuel Tank Temperature Indicating System	C	1	0	(O)May be inoperative provided: a) Total Air Temperature or Static Air Temperature is substituted for indication of fuel temperature, and b) AFM limitations are observed.	

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SYSTEM & SEQUENCE NUMBERS		ITEM		3. NUMBER REQUIRED FOR DISPATCH	

4. REMARKS OR EXCEPTIONS				
29	HYDRAULIC POWER			
10-1	Hydraulic Pump Depressurizing Valve Solenoid	C	2	0
20-1	Ground Servicing Valve	C	1	0
31-1	Hydraulic LO LEVEL Warning Light On CWP	C	1	0
31-2	Main Hydraulic Quantity Low Level Warning Light	C	1	0
31-3	Auxiliary Hydraulic Low Level Warning Light	C	1	0
33-1	Main Hydraulic Pressure Indicator	C	1	0
(M)(O)Both may be inoperative provided the valve is in the full pressure position, solenoid de-energized. (M)May be inoperative provided it is secured in the CLOSED position. (M)May be inoperative provided hydraulic quantity is verified before each departure. (M)May be inoperative provided hydraulic quantity is verified before each departure. (M)May be inoperative provided hydraulic quantity is verified before each departure. (O)May be inoperative provided: a) Both brake system pressure indicators are operating normally, and b) Associated hydraulic system pressure is verified before each departure.				

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30	ICE AND RAIN	4. REMARKS OR EXCEPTIONS	

PROTECTION					
10-01	Airframe De-Icing System (Wing and Empennage)	C	1	0	(M)(O) May be inoperative provided: a) The airplane is not flown into known or forecast icing conditions, and b) De-icing boots are kept in the deflation cycle.
10-02	Airframe De-Icing Monitoring System (Wing and Empennage)	C	1	0	(O) May be inoperative provided: a) Airframe de-icing pressure indicator operates normally. OR b) The airplane is not flown into known or forecast icing conditions.
10-03	Airframe De-Icing Timer	C	1	0	(O) May be inoperative provided: a) Manual de-icing system operates normally. OR b) The airplane is not flown into known or forecast icing conditions, and c) De-icing boots are in a deflation cycle.
10-04	Airframe De-Icing Pressure Indicator	C	1	0	May be inoperative provided: a) Airframe de-icing monitoring system operates normally. OR b) The airplane is not flown into known or forecast icing conditions.

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ITEM				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
20-00	Engine De-Icing	C	2	1	One may be inoperative provided the

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	Systems				Baeatpr6.txt airplane is not flown into known or forecast icing conditions.	
20-01	Engine and Propeller De-Icing Transfer Switch	C	2	0	One or both may be inoperative provided the airplane is not flown into known or forecast icing conditions.	
20-02	Engine De-Icing Phase Current Selector	C	1	0		
30-01	Main Pitot Heat Systems	B	2	1	(M)May be inoperative provided the airplane is not flown into known or forecast icing conditions.	
30-02	Pitot Head Heater Warning Lights	B	3	2	(O)One may be inoperative provided: a) Associated CWP warning system operates normally, and b) All other components of the pitot heat system are functioning normally.	
30-03	Static Port Heaters	B	2	1	One may be inoperative provided the airplane is not flown into known or forecast icing conditions.	
41-01	windshield Heating System	C	2	1	One may be inoperative provided the airplane is not flown into known or forecast icing conditions.	
		C	2	0	Both may be inoperative provided the airplane is operated in Day VMC flight conditions, and temperatures remain 6 degrees C or above.	

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30 ICE AND RAIN PROTECTION		4. REMARKS OR EXCEPTIONS	
41-03 windshield Heat Master PBSI Lights	C 2	0	(O)May be inoperative provided associated windshield heat system operates normally.

41-04	windshield Heat Overtemp Warning Lights				
1)	Main windshield	C	2	1	One may be inoperative provided: a) Associated windshield master heat switch is selected OFF, and b) Airplane is not flown into known or forecast icing conditions.
2)	Side windshield	C	2	1	One may be inoperative provided: a) Associated windshield master heat switch is selected OFF, and b) Airplane is not flown into known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS		ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION							
42-01	windshield Wipers System	C	2	0				May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
	1) windshield	C	1	0				(M)May be inoperative for all

	Wiper Park Function				Baeatpr6.txt flight conditions provided the blade(s) can be positioned in a location that will not obstruct forward vision.	
	2) windshield Wiper Fast/Slow Selection	C	2	2	slow function may be inoperative provided fast function operates normally.	
43-00 ***	Rain Repellent System	C	1	0		
43-01	windshield Washer System	C	2	0		
60-01	Propeller De-Icing Systems	C	2	0	May be inoperative provided the airplane is not flown into known or forecast icing conditions.	
70-01	Drain Mast Heater	C	1	0	(M)May be inoperative provided: a) Heater is deactivated and secured, and b) Associated water supply is shut off.	

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ITEM					4. REMARKS OR EXCEPTIONS	
31	INDICATING/RECORDING SYSTEMS					
21-01	Clock	C	-	1		
22-01	Fatigue Meter	C	1	0		
30-00 ***	AIDS Maintenance Recorder	C	1	0		
30-01	Hour Meter	C	1	0		

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31-01	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Operations are limited to not more than three flight days before repair is made.
51-01	Red Flashing Attention Getting Lights	C	2	1	One may be inoperative provided master warning aural alert and all discrete warning lights operate normally.
51-02	Amber Flashing Attention Getting Lights	C	2	1	One may be inoperative provided master warning aural alert and all discrete caution lights operate normally.
51-03	Aural Attention Warning Horn (CWP)	C	1	0	May be inoperative provided: a) Both flashing attention getting lights operate normally, and b) All CWP warning lights operate normally.
51-04	Central Warning Panel Dimming System	C	1	0	May be inoperative so as to remain in the bright mode for day operations only.

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM						
32	LANDING GEAR					
42-1	Brake Isolation Cock (Valve) Indicators	C	2	0		(M)One or both may be inoperative provided isolation cock(s) are checked once each flight day for normal operation.
42-2	Brake Pressure Supply Indication System	C	2	1		(O)One may be inoperative provided: a) Main hydraulic pressure indicator operates normally, b) All four brake line pressure indicators operate normally, c) Brake pressure low pressure

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42-3 Brake Pressure Low Pressure Warning Light	A	1	0	warning light(s) operate normally. May be inoperative provided: a) Brake pressure supply indicators operate normally, and b) Operations are limited to not more than three flight days before repair is made.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
42-4 Brake Line Pressure Indicator	A	4	2		One may be inoperative in the inner system and one in the outer system provided: a) Associated brake low pressure lights operate normally, c) Inoperative indicators are not on the same side, and d) Operations are limited to not more than three flight days before repair is made.
42-6 Brake Temperature Sensor	A	4	3		(M)(O)One may be inoperative provided:

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- a) Brake temperature gauge (analogue) operates normally.
- b) Remaining three brake temperature channels indicate a temperature of less than 180 degrees C before flight,
- c) Landing Gear Bay Overheat detection system operates normally,
- d) Should a rejected take-off occur, the aircraft must be inspected before the next flight, and
- e) Operations are limited to not more than three flight days before repair is made.

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ITEM					
32 LANDING GEAR					
42-7 Brake Temperature Indicating System	C	1	0	(M)(O)	May be inoperative provided: <ul style="list-style-type: none"> a) Ambient temperatures are below 50 degrees C, b) A minimum of 20 minutes cooling time has elapsed before dispatch utilizing two engine taxi, c) A minimum of 35 minutes cooling time has elapsed before dispatch utilizing single engine taxi, d) Landing gear bay overheat detection system operates normally, e) It can be verified that a rejected takeoff, high efficiency stop, or landing

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- involving use of asymmetric braking was not utilized on the prior leg, and
- f) Should a rejected takeoff occur after dispatch, the aircraft must return for an inspection of wheels, tires, and brakes before the next flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
32	LANDING GEAR					
42-8	Brake Temperature Indicator Overheat Light	C	1	0		(M)(O)May be inoperative, not illuminated, provided:
		A				a) Analogue gauge operates normally, OR b) All operative brake temperature channels (analogue) indicate a temperature of less than 180 degrees C before TAXI, c) Landing gear bay overheat detection system operates normally, d) Should a rejected take-off occur, the aircraft must be inspected before flight, and e) Operations are limited to not more than three flight days before repair is made.

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A	1	0	(M)(O)May be inoperative, illuminated, provided:
			a) Analogue gauge operates normally,
			b) Light is masked, and
			c) Operations are limited to not more than three flight days before repair is made.
			OR
C			d) Light is masked, and
			e) Brake temperature indicating system is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
11-1	Flight Deck Overhead Flood Lights	C	1 0		May be inoperative provided instrument and distribution panel flood lights operate normally.
13-1	Cockpit/Flight Deck /Flight Compartment and Instrument Panel Lighting Systems	C	- -		Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
					Note: When making above determination, consideration should

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				be given to lighting available with only the Emergency busbar powered.	
14-1 Distribution Panel Flood Light(s)	C	2	0	All may be inoperative provided overhead flood light(s) operate normally.	
	C	2	0	All may be inoperative for day operations.	

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SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
-----				-----	
33 LIGHTS				4. REMARKS OR EXCEPTIONS	
17-1	Filament Test System	C	1	0	(O)Master or individual push-to-test feature may be inoperative provided the lights intended purpose can be confirmed by operations or system test.
17-2	Legend Dimming System	C	1	0	Dim function may be inoperative for day operations so as to remain in the bright mode.
20-1	Passenger Interior Illumination Lights	C	1	1	Lights must be sufficient for cabin attendants to perform their duties.
20-2	Passenger Notice System				
1)	"No Smoking/Fasten Seat Belt" Signs	C	-	-	(M)(O)A passenger seat from which a "No Smoking/Fasten Seat Belt" sign is not readily legible is considered inoperative and must be blocked.
		C	-	-	(O)If one or more "No Smoking/Fasten Seat Belt" signs are

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inoperative, the affected passenger seat(s) may be occupied provided:

- a) Passenger Address System operates normally, and can be heard clearly throughout the cabin during flight, and
- b) PA System is used to notify the passengers when seat belts should be fastened, and smoking is prohibited.

C - 0

May be inoperative for all cargo operations.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS							
31-1	Compartment Lights C (Nose/Tail, Cargo and Lavatory)	-	0				
32-1	Service Lights	C	-	0		May be inoperative provided procedures are not dependent upon its use.	
41-1	Position Lights System	C	-	1		One light on each wing and one light on the tail must operate normally for night operations.	
		C	-	0		All may be inoperative for day operations.	
42-1	Anti-Collision Lights (Fuselage/ Vertical Fin)	C	2	0		One or both may be inoperative for night operations provided wing tip strobe lights operate normally.	
43-1	Landing Lights	B	2	1		One may be inoperative for night operations provided the associated taxi light operates normally.	
		C	2	0		One or both may be inoperative for day operations.	
43-2	Taxi Lights	C	2	0			

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			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
44-1	Wing Illumination Lights	C	2	0	May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative for day operations.
45-1	Wing Strobe Light System	C	1	0	
46-1	Logo Lights	C	-	0	
52-1	Floor Proximity Emergency Escape Path Marking System	C	1	1	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter. OR b) FAA approved report of the Type Design holder, OR c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), OR d) An FAA approved report incorporated in the Master
		C			
		C			
		C			

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Drawing List for the applicable STC.

C	1	0	May be inoperative for all-cargo operations.
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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM					
33 LIGHTS					
52-2	Exit Locator Sign System	C	5	5	Two filaments/bulbs may be inoperative in each light.
52-3	Interior Emergency Exit Light System	C	1	0	May be inoperative in cargo areas for mixed or all-cargo configurations provided: a) No persons occupy that area, and b) Forward entrance door light must operate normally at all times.
52-4	Exterior Emergency Lights	C	-	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS		ITEM	3. NUMBER REQUIRED FOR DISPATCH		
-----			-----		
34 NAVIGATION			4. REMARKS OR EXCEPTIONS		
12-01	TAS Indicator	C	1	0	
12-02	ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	As required by FAR.
		D	-	-	Any in excess of those required by FAR may be inoperative.
12-04	Total Air Temperature Indicator	C	1	0	May be inoperative provided Static Air Temperature (SAT) operates normally.
13-01	Standby Altimeter Vibrator	C	1	0	May be inoperative provided VMC exists at both departure and arrival airports.
21-00	RMI				
	1) Heading Indication	C	-	1	May be inoperative provided stabilized heading indication on the associated pilot's panel operates normally.
	2) VOR/ADF Pointer Indication	C	-	1	May be inoperative provided other VOR/ADF system(s) operate normally and meet FAR requirements.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
34 NAVIGATION						
21-02	Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided: a) Any combination of two gyro stabilized or AHRS compass systems operate normally, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on the en route portion of the flight.	
		C	1	0	(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and are used in conjunction with approved free gyro navigation techniques.	
23-00	Turn and Slip Indicators				DELETED, REV 1.	
23-01	EFIS Overspeed Warning Indicator	B	2	1	One may be inoperative provided VMO aural warning operates normally.	

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ITEM							
34 NAVIGATION							
23-02	Flight Director System	C	-	0		May be inoperative provided approach minimums are not dependent upon its use.	
23-04	EFIS Low Speed Warning Indicator					DELETED, REV 1.	
23-05	EFIS Speed Trend Indicator	C	2	0			
23-06	EFIS Airspeed Indicator (Bugs) System	A	1	0		May be inoperative provided operations are limited to not more than three flight days before repair is made.	
23-07	Instrument Comparator	B	-	0		May be inoperative provided approach minimums are not dependent upon its use.	
23-08	Altitude Alert System	A	-	0		(O)May be inoperative provided: a) Autopilot with altitude hold operates normally, and b) Operations are limited to not more than three flight days before repair is made.	

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
34 NAVIGATION						
23-09	Vertical Speed Indication (Primary Flight Display only)	C	2	1		One may be inoperative for day VMC only.
23-10	Voice Advisory/Flight Profile Advisory	C	1	0		May be inoperative provided procedures are not dependent upon its use.
23-11	EFIS VOR/ADF Bearing Pointer Selector Switch	A	4	0		May be inoperative provided: a) Standby RMI and Standby RMI bearing pointers operate normally, and b) Operations are limited to not more than three flight days before repair is made.
23-12	EFIS Nav. Display (ND) Mode Selector	A	2	0		May be inoperative "stuck" in an operational mode provided: a) Either Map, Map + weather, or Rose modes are displayed, b) Test Mode operates normally, and c) Operations are limited to three flight days before repair is made.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
23-13	Attitude and Heading Reference System (AHARS) Switching	A	2	1	(M)(O)May be inoperative provided:	<ul style="list-style-type: none"> a) Each pilots panel has a full display of attitude and heading information from an independent source, b) EFIS Display Copy switch is not moved during flight, c) Remaining EFIS panel switching operates normally, d) Standby instruments operate normally, and e) Operations are limited to not more than three flight days before repair is made.
23-14	Air Data Computer (ADC) Switching	A	2	0	(M)(O)May be inoperative provided:	<ul style="list-style-type: none"> a) Each pilot's panel has independent altitude, airspeed, and temperature indications, b) Both Air Data Computers are functioning normally, c) EFIS Display Copy switch is not moved during flight, d) Standby instruments operate normally, and e) Operations are limited to not more than three flight days before repair is made.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		ITEM				
34 NAVIGATION						
30-00	Microwave Landing System (MLS)	C	-	0		As required by FAR.
41-01	Weather Radar	C	1	-		As required by FAR.
	1) Auto Tilt Function	C	1	0		(O)May be inoperative provided manual tilt operates normally.
41-02	Electronic Check List Display	C	1	0		
42-01	Radio Altimeter System	A	1	0		May be inoperative provided: a) Approach minimums or operating procedures are not dependent upon its use, b) Coupled approach mode on the autopilot is not used, c) Both servo altimeter and standby altimeter operate normally, and d) GPWS is considered inoperative, and e) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		ITEM				
34 NAVIGATION						
43-01	Ground Proximity Warning System (GPWS)					
	1) Modes 1 - 4	A	-	0	(O)May be inoperative provided: a) Alternate Procedures are established and used, and b) Repairs are made within two flight days.	
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	3) Glideslope Deviation (Mode 5)	B	2	0		
***	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.	
***	5) windshear Mode	C	-	0	(O)May be inoperative provided alternate procedures are established and used.	

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SYSTEM &	1.	2. NUMBER INSTALLED

SEQUENCE NUMBERS		ITEM				3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34		NAVIGATION					
44-01		Traffic Alert Collision Avoidance System (TCAS)					
	1)	TCAS System	C	-	0	(M)May be inoperative provided system is deactivated and secured.	
***	2)	Combined TA and RA Dual Displays	C	2	1	(O)May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions operate normally on the flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.	
	3)	Resolution Advisory (RA) Display System(s)	C	2	1	(O)One may be inoperative on the non-flying pilot side.	
			C	-	0	(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.	
	4)	TA Display System(s)	C	-	0	(O)May be inoperative provided all installed RA displays and audio functions are operative.	

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SYSTEM & SEQUENCE NUMBERS		ITEM	3. NUMBER REQUIRED FOR DISPATCH				
-----			-----				
			4. REMARKS OR EXCEPTIONS				

34	NAVIGATION					
51-01	Radio Compass (ADF) System	C	-	-	As required by FAR.	
52-01	Distance Measuring Equipment (DME)	C	-	-	As required by FAR.	
54-01	Navigation Systems (LORAN. Omega/Area Nav VHF, VLF, INS, Doppler)	C	-	-	As required by FAR.	
54-02	Marker Beacon System	C	-	0	May be inoperative provided approach procedures are not dependent upon its use.	

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SYSTEM & SEQUENCE NUMBERS	ITEM		
35	OXYGEN		

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10-1	Oxygen External Discharge Indicator	C	1	0	(M)May be inoperative/missing provided: a) Oxygen pressure is sufficient for planned flight, and b) Vent port is free from obstruction including ice.
31-1	Portable Oxygen Dispensing Units (Bottles, masks, lines, gauges and fittings)	C	-	-	(M)Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
10-1	Potable water	C	-	-	(M)May be inoperative provided

Systems				Baeatpr6.txt	appropriate procedures are established to deactivate applicable system components, (i.e., tank drained), prevent its servicing, inspect system for leaks and to provide for crewmember inspection.
30-1 Lavatory Systems	C	-	-		(M)May be inoperative provided appropriate procedures are established applicable to deactivate system components, (i.e., drain waste), secure door closed, placard inoperative and to provide for crewmember inspection.

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
49 AIRBORNE AUXILIARY POWER				4. REMARKS OR EXCEPTIONS	
00-1 Auxiliary Power Unit (APU)	C	1	0	(M)May be inoperative provided: a) APU Master Switch is selected OFF, and	

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					b) APU start control circuit breaker is pulled and collared, and	
					c) Procedures are not dependent upon its use.	
00-2 APU Main Access *** Door Fire Seal	C	1	0	(M)May be damaged or missing provided:		
				a) APU is considered inoperative, and		
				b) APU start control circuit breaker is pulled and collared.		
50-1 APU Bleed Air *** Control Valve	C	1	0	(M)May be inoperative provided APU is considered inoperative.		
	C	1	0	(M)May be inoperative and the APU used for electrical power provided:		
				a) The valve is confirmed closed, and		
				b) Bleed Valve PBSI remains selected OFF.		

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1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM		
52 DOORS			
60-01 Forward Airstairs System	C	1 0	(M)May be inoperative provided: a) Cabin entry door opens, closes, latches, and locks normally, b) No fluid leaks are observed,

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				and	
				c) Airstair is stowed and locked in the flight stowed position.	
72-01	Cabin Entry Door A Warning Light System (Flight Deck)	3	0	(O)May be inoperative provided:	
				a) It is determined by visual inspection that the associated door is closed latched, and locked before each departure, and	
				b) EXITS warning on the CWP operates normally,	
				c) Individual cabin door warning light operates normally, and	
				d) Operations are limited to not more than three flight days before repair is made.	
72-02	Individual Cabin A Door LOCKED/UNLOCKED Lights (Passenger Cabin)	3	0	(O)May be inoperative provided:	
				a) Associated door is inspected and verified closed, latched, and locked before each departure,	
				b) Cabin entry door warning light system in the cockpit operates normally, and	
				c) Operations are limited to not more than three flight days before repair is made.	

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	
ITEM				4. REMARKS OR EXCEPTIONS	
52 DOORS					
72-03	Forward Baggage Door Warning Lights (Flight Deck/ Cabin)	C	2	0	(M)May be inoperative provided:
					a) It is determined by visual inspection that the associated door is closed, latched, and locked before each departure,
					b) EXITS warning on the CWP operates normally, and

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73-00	Over wing Emergency Exit Warning Lights (Flight Deck)	C	2	0	(O)May be inoperative provided: a) It is determined by visual inspection that the associated exit is closed and locked before each departure, and b) EXITS warning on the CWP operates normally.

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ITEM					4. REMARKS OR EXCEPTIONS	
56 WINDOWS						
10-1	Cockpit windshields	A	2	2	(M)Outer glass ply on one windshield may be cracked provided: a) Vision through the windshield is acceptable to the pilot, b) windshield heating system for the affected side is deactivated, c) Aircraft is not dispatched into known or forecast icing	

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				conditions, and d) Operations are limited to not more than 24 flight hours before repair is made.
10-2 Fixed Side Windows	A	2	2	(M)Outer glass ply on one window may be cracked provided: a) Vision through the window is acceptable to the pilot, b) windshield heating system for the affected side is deactivated, c) Aircraft is not dispatched into known or forecast icing conditions, and d) Operations are limited to not more than 24 flight hours before repair is made.
20-1 Passenger Compartment Windows	B	26	26	Cracks in either the inner or outer panel are allowable provided flight is conducted unpressurized.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			
		ITEM		3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS OR EXCEPTIONS		
61	PROPELLERS					
22-1	Propeller Brake System				DELETED, REV 1.	
22-2	Synchronization System	C	1	0	(M)May be inoperative provided system has been deactivated.	

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SYSTEM & SEQUENCE NUMBERS	ITEM			4. REMARKS OR EXCEPTIONS	
73	ENGINE FUEL & CONTROL				
30-1	Fuel Used Indicators	C	2	0	Both may be inoperative provided associated quantity gauge operates normally.
31-1	Fuel Flow Indicators	B	2	1	(O)One may be inoperative provided: a) Associated fuel tank quantity indicator is operative, and b) Acceptable monitoring procedure is established and used.
31-2	Fuel Pressure Indicators				DELETED, REV 1.

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM					
74 IGNITION					
01-1 Auto Ignition *** Systems	A	2	0	(M)(O)	May be inoperative provided: a) Continuous Ignition is verified to operate normally before engine start, b) Continuous Ignition is selected ON for all takeoffs and landings in turbulence and in conditions of icing, precipitation, standing water, snow or slush, and c) Operations are limited to not more than three flight days before repair is made.

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1.			2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS		ITEM		3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
77 ENGINE INDICATING					
10-10	NL Indicator	B	2	1	One may be inoperative provided all other engine indications on the respective engine operate normally.
10-11	NH Indicator	B	2	1	One may be inoperative provided all other engine indications on the respective engine operate normally.
10-20	Torque Target Bugs	C	2	1	
20-01	ITT Indicators	C	2	2	Digital counter(s) may be inoperative.
30-01	Engine Health Monitor	C	1	0	
40-02	NP Indicators	C	2	2	Digital counter(s) may be

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inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
20-1	oil Cooler Actuator				
	1) Pre Mod 35207A A	4	2		(M)(O)Non-modulating (Manually Controlled) actuator may be inop- erative on one or both sides provided: a) Failed actuator control circuit breaker is pulled and collared, b) Modulating (Auto Controlled) actuator and its associated controller operate normally, c) Flap valve can be moved from half open to fully closed by the modulating (Auto Con- trolled) actuator. d) Associated oil temperature gauge operates normally, e) High engine power settings

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- during ground operations are avoided,
- f) Aircraft shall not be operated in ambient temperatures of ISA + 15 degrees C and above, and
 - g) Operations are limited to not more than three flight days before repair is made.

(Continued)

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1. SYSTEM & SEQUENCE NUMBERS		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM					
79 ENGINE OIL					
20-1 Oil Cooler Actuator (Cont'd)					
2) Post Mod 35207A A		2	1		(M)(O)May be inoperative on one side provided:
					a) Aircraft shall not be operated with the associated flap valve in the 30 degree (closed) position in ambient temperatures of ISA +10 C degrees and above,
					b) Aircraft shall not be operated with the associated flap valve in the fully open position in ambient temperatures of ISA -20 degrees C and below,
					c) Aircraft shall not be operated with the associated flap valve at any position between the 30 degree (closed) and fully open pos-

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- tion in ambient temperatures of above ISA +10 degrees C and below ISA -20 degrees C,
- d) Associated oil temperature gauge operates normally,
- e) High engine power settings during ground operations are avoided, and
- f) Operations are limited to not more than three flight days before repair is made.

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79-3

SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
79 ENGINE OIL						
31-1	Engine Oil Quantity Indicators (Cockpit)					DELETED, REV 1.
31-2	Engine Low Oil Pressure Warning Lights On CWP	B	2	1		(O)One may be inoperative provided the associated pressure and temperature gauges operate normally.
32-1	Engine Oil Filter Bypass Warning on CWP	B	2	1		(M)One may be inoperative provided the three associated chip detectors operate normally.
33-1	Chip Detector Indicator System	B	2	0		(M)May be inoperative provided: a) Associated engine oil filter warning on CWP is operating normally, and b) Chip detectors are inspected once each flight day.

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80-1

1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
80	STARTING					
20-1	Ignition Exiter Units	A	4	3		May be inoperative provided operations are limited to not more than three flight days before repair is made.
20-2	Ignition Plugs	A	4	3		May be inoperative provided operations are limited to not more than three flight days before repair is made.

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